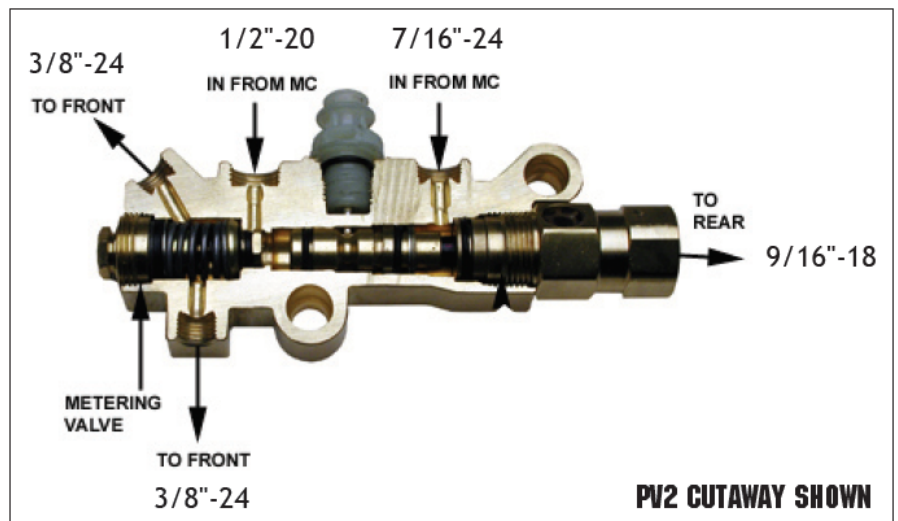
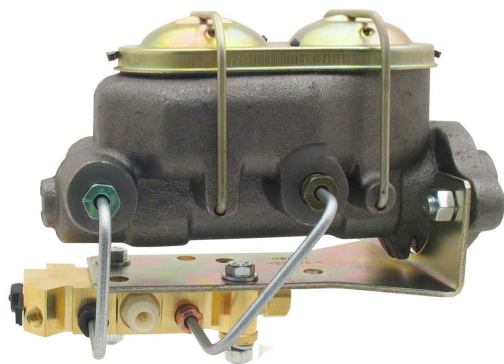
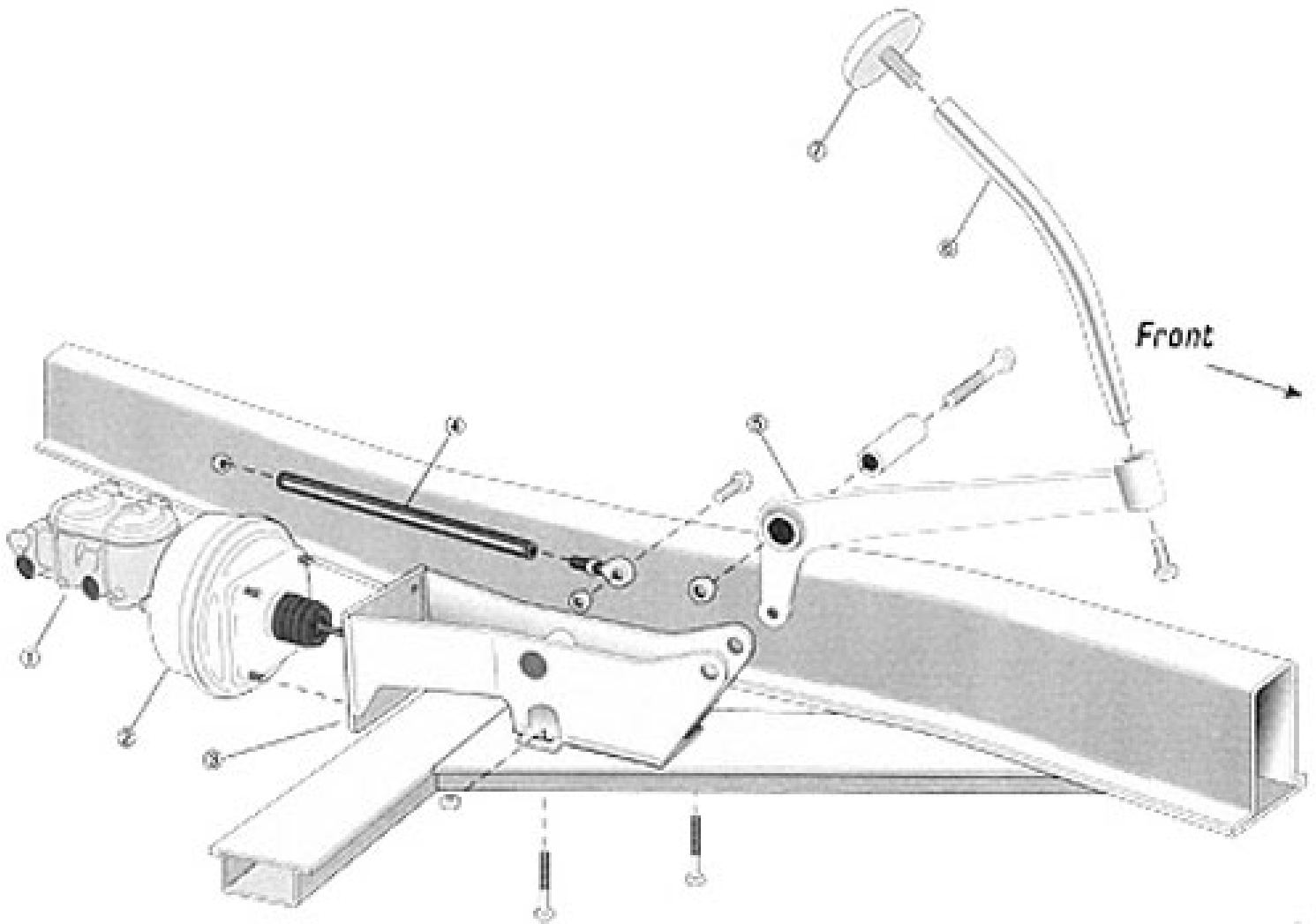


1949-1954 Chevy Power Brake Pedal Kit Install Sheet



1. Remove original master cylinder, bracket and brake pedal
2. Clean the cross member where the brake bracket bolts to it
3. Assemble the master cylinder and power booster into the power brake bracket. Connect the proportioning valve and bracket if purchased. In-line residual valves are to be installed before the "T" for front and rear brakes. 3/8 fittings included.
4. Install bracket onto the cross member where the original bracket used to be, use the supplied bolts with the nuts on the top side
5. Install the lower section of the brake pedal to the bracket with the supplied sleeve and bolt

6. Install the push rod to the power booster and pedal heim
7. Install the upper section of the pedal into the lower pedal section, with the tapered section on the bottom
8. Adjust and rotate the upper pedal tube so it will go through the original hole in the floorboard and tighten the 3/8" bolt on the lower side of the tube to secure the pedal tube. Use Loctite on threads
9. Adjust the push rods so there is: 1/2" of free play at the pedal pad (do not preload master cylinder). Very little clearance between the firewall and lower pedal arm when the brake pedal is released
10. Check for interference and binding throughout the pedal travel
11. A new access hole on the floor needs to be cut out directly above the master cylinder
12. Install pedal pad, reroute brake lines, bleed brakes and run manifold vacuum to power booster
13. Test the brake system before driving the car

TESTING THE PROPORTIONING VALVE FOR PROPER OPERATION:

1. Use a test light by attaching a clip to a positive contact on the vehicle and touch the point of the tester to the electrical connection of the combination valve. If the light does not come on, the valve system is operation correctly and no further testing is required.
2. If the light does come on, this indicates that the pressure differential valve is stuck in the front or rear position.
3. Bleed the brake system to determine if the front or rear lines are blocked off. Set up one front wheel and one rear wheel for bleeding at the same time. Crack both bleeder screws and gently pump the pedal a few times. The blocked side will trickle fluid out when the bleeder screw is cracked and the pedal pressed. An unblocked line will squirt fluid out the bleeder.
4. The lines that are clear must be left open and the blocked lines should have the bleeder screws tight to cause pressure to build up on that side. Be sure to use the standard bleeding procedures to prevent air from entering the system.
5. Slowly press the pedal with steady pressure a number of times until the light goes out; this will center the differential valve. You may also hear a pop come from the proportioning valve. This is the metering valve returning to its equalized position. When the light goes out, close the bleeder screw.

Use of this tool prevents the inconvenience of accidentally tripping your proportioning valve during the brake bleeding process. Tool is made of lightweight, durable nylon to protect the threads on your valve from damage due to accidental cross-threading.



INSTRUCTIONS FOR USE

1. As you prepare to bleed your brakes, remove the sensor wire from the pressure sensor. Make sure to only pull on the sensor wire cap. DO NOT pull on the wire by itself as you may pull the wire out, ruining the cap.
2. Remove the brake pressure sensor warning light switch. You may need to use a wrench to loosen it. Once loose you should be able to easily unscrew it with your fingers (Figure 1).
3. Screw the PV-TOOL proportioning valve lock into the sensor switch hole on the proportioning valve (Figure 2).
4. Bleed the brake system thoroughly
5. After you have completely removed all air from the braking system, unscrew the PV-TOOL from the proportioning valve.
6. Re-Install the brake pressure sensor warning light switch. Use a wrench and make sure the sensor is snug to prevent leaks. DO NOT OVERTIGHTEN! Reinstall the sensor wire cap and your done.

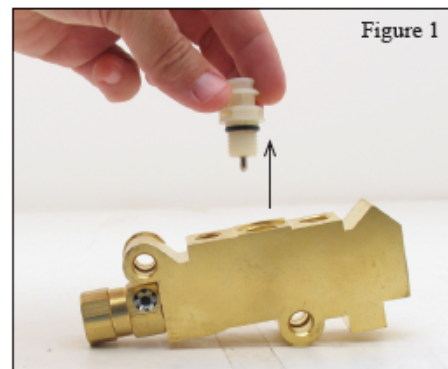


Figure 1

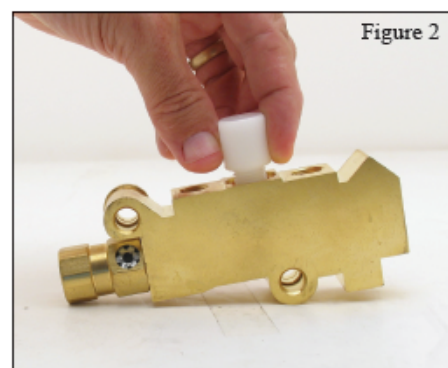


Figure 2